







Official Journal of the
**MINNESOTA
 TRANSPORTATION
 MUSEUM, INC.**

193 Pennsylvania Avenue East
 St. Paul, MN 55101
 Vol. 35, No. 2

EDITORIAL STAFF

Aaron IsaacsEditor
 3816 Vincent Ave. So. Minneapolis, MN 55410
 email: AaronMona@aol.com
 Sandra Kay Bergman.Production Editor

CIRCULATION

The MinneGazette is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The MinneGazette welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

SEND DUES, ADDRESS CHANGES AND MEMBERSHIP CONCERNS TO

193 Pennsylvania Avenue East
 St. Paul, MN 55101

Public Information
 (651) 228-0263

Web site
www.mtmuseum.org

BOARD OF DIRECTORS

Scott Reed
 (Chairman)
 Keith Anderson
 (Vice-Chairman)
 Michael Miller
 (Secretary)
 Bill Graham
 Bob Hawkins
 Scott Heiderich
 Peter Johnson
 Jack Kegel
 Ken Luebeck
 Nick Modders
 John Oliver
 Warren Olson
 Noel Petit
 Art Pew
 John Senior



These two Duluth streetcar bodies, #185 and 262, are owned and gradually being rebuilt by Stan and Don Hendrickson, who live outside of Duluth. #185 (above) is the last known wood framed Twin City-built streetcar. It came out of the 31st Street Shops in 1906. This view actually shows the rear end, which normally didn't have a headlight. Car #262, built at Snelling Shops in 1914, is still in its original gate car configuration. Both Aaron Isaacs photos.



The covers and inside covers of this issue feature the fine photography of Robert T. Keagle. See page 26 for more. On the cover, first generation Great Northern diesels wait for their next assignment at Minneapolis Junction.

Inside Frontcover: The is from a series of photos on Koppers Coke 0-6-0 #346, one of the last two steam locomotives active in the Twin Cities. Both Ron Keagle collection.

CHAIRMAN'S COLUMN

-Scott Reed

You may have heard the rumors. A group from the Lake Minnetonka Division would like to separate the steamboat Minnehaha from the Minnesota Transportation Museum and form their own museum. It may happen, so I wanted to explain the situation to the membership.

First some background. In 1990, the Minnehaha's hull was in its tenth year of sitting on shore, having been raised from the bottom of Lake Minnetonka in 1980. Preserved by the cold water all those years, it was now starting to seriously deteriorate. The unsupported keel was hogging (warping). There had been one attempt during the 1980s to form a non-profit group, but nothing for several years.

That's when Leo Meloche decided to try. He contacted MTM Chairman Aaron Isaacs and asked if MTM had drawings of the boat. Indeed, Russ Olson had them. More than that, MTM already was an established non-profit, had streetcar artifacts such as seats that could be used in the boat's restoration, and potentially some members who would like to get involved. After several conversations, Isaacs urged Meloche to bring the steamboat group into MTM.

Meloche did a remarkable job of recruiting marine talent and raising money. In no time, the boat building was up and Minnehaha's rebuild was underway. To make the long story short, she was launched for testing in 1996 and entered public service that year. But that wasn't all. MTM built its own home dock in Excelsior and rented an office. The cities of Excelsior and Wayzata expanded their public docks to accommodate Minnehaha. The maiden voyage was a publicity triumph. There was a tremendous public support for the project, and it raised MTM's profile significantly.

Meloche had bigger plans. He envisioned a Lake Minnetonka museum housed in a replica of the 1905 Excelsior Dock Station (see photo of the original on page 20). There would also be a streetcar line, so once again people could transfer between a streetcar and a steamboat. The streetcar line was funded by a federal TEA21 grant and constructed on the old Minneapolis & St. Louis rail right of way through Excelsior. For those who may be unaware, the intent was to extend the line across Minnetonka Boulevard to a point close to the Minnehaha home dock and make the transfers there. It

never happened, but MTM now owned a second streetcar line.

A few established MTM volunteers, including Bill Graham, Bob Dumas and Mike Buck became heavily involved with the steamboat. However, most of the steamboat volunteers were new to the museum. They had an interest in Lake Minnetonka or marine history, or they just liked boats.

MTM adapted to the new division by placing its representatives on the MTM Board of Directors. The Minnegazette began running historic photos of Minnetonka steamboats. Minnehaha was covering some of its operating costs, and deficits were made up by the annual steamboat fundraisers. Things seemed to be going well.

So why do the steamboat volunteers want to leave MTM? I can't speak for them, but here's my take on it. Each division has its own governing body, but they only have decision making authority because it is delegated to them by the MTM Board of Directors. Only the MTM Board has legal responsibility for the entire museum. The MTM Board delegates all responsibility for day to day management to the division boards because that empowers a much larger number of management volunteers and it removes a decision making bottleneck. However, this management model only works if the divisions run their affairs competently. If they don't, the MTM Board must intervene.

That's what happened a few years ago when the steamboat operation got into financial and managerial trouble. The MTM Board intervened, removing the sitting management of the Lake Minnetonka Division and imposing some financial and managerial controls. That episode created resentment against the MTM Board among some of the volunteers.

Next came the museum-wide 2003 financial crisis. In order to reduce costs, the Lake Minnetonka Division was required to lay off its staff and close its rented storefront ticket office. The LMD management informed the MTM Board that it was incorporating a new Lake Minnetonka Museum and requested that MTM transfer all the division's assets to it.

The problem is that the division has no assets. It's not a legal entity. The Minnehaha, the boat building, the home dock and the Excelsior Streetcar Line all belong to MTM, not the division. That said, who would run the Minnehaha if the steamboat volunteers withdrew from MTM?

The MTM Board appointed a committee to review the situation and suggest options. They concluded that MTM's first duty is to safeguard the Minnehaha and the infrastructure supporting it. If we choose to exit the marine history field, it must be done according to Minnesota law.

The new museum group now understands that reality and is working to get itself organized. What does that mean for Minnehaha this year? Will she run? One possibility is that the new museum will lease Minnehaha and the boat building until they are ready to assume ownership. That would provide some continuity and keep in place a good volunteer structure.

The Board has taken one significant action-it has removed the Excelsior Streetcar Line from the Lake Minnetonka Division and made it part of the Traction Division. This clears up an awkward situation. The Lake Minnetonka Division was responsible for the costs of ESL, but ESL has been run mostly by experienced Como-Harriet volunteers. They have the ability and the desire to do the job. ESL is generally a break even operation, so it shouldn't impose a financial liability on Como-Harriet. This move also recognizes the reality that the Excelsior car barn is necessary to restore Winona #10 and the other projects that will follow it.

I regret that this split may happen. My personal feeling is that the financial crisis of last year is over, and the Lake Minnetonka Division will incur more expense if it goes it alone. But if the split must happen, the Board and I will do whatever we can to make it go well. We want a friendly relationship with whoever runs the Minnehaha, and of course we want the Minnehaha to be preserved forever.

They really like us

MTM has received an award from AOL Cityguide. The letter read, "Congratulations you've made the list as one of AOL City's Best for 2004. We are pleased to inform you that your establishment has been chosen as one of the best Museums in the St. Paul area."

Leave
A LEGACY



The award is based on feedback that is received from visitors that visit MTM and/or take part in MTM activities. The positive feedback from customers and visitors is a direct reflection of the dedicated members of the MTM. Our conversations with the public are very important and the personal touch that each one of you gives is outstanding. Keep up the great work!!!

TRACTION DIVISION REPORT

-Louis Hoffman

The Campaign for Como-Harriet

As of March 20, 2004, the total amount raised by The Campaign was \$291,107.

Broken down, this is \$127,116 in cash, \$36,991 in outstanding pledges to be paid this year or in 2005, and approximately \$127,000 in donated labor and materials. Included in the donated materials are:

1. A substantial donation of ties received several years ago from Paul Webster of Webster Industries, a friend of Art Pew.
2. The concrete and related work at Cottage City and Linden Hills Station, which is Park Board property, performed by our good friends at the Minneapolis Park and Recreation Board. Thanks to Mike Monahan at SRF Consulting, our consulting engineers, and Park Board Assistant Superintendent Judd Reitkerk for arranging this crucial donation. We've spent about \$30,000 to date on the cost of running The Campaign (printing, postage, etc.) and on engineering design.

We'll also have a substantial engineering bill for construction supervision once the actual work gets underway.

A great big thanks to everyone who gave and everyone who helped with The Campaign - by far the biggest and most successful fund drive in the Museum's history. A complete list of all donors is included with this Minnegazette. The latest substantial donation was received from the Bombardier Corporation, manufacturers of Metro Transit's handsome new light rail vehicles. Thanks to George Isaacs for arranging this donation. Cash donations have ranged from \$1.00 raffle ticket purchases (and probably some kids' pennies in the donation box) to \$23,000 from Warren Weck, a Lake Minnetonka area friend of the Museum. And a special thanks to Minneapolis

Mayor R. T. Rybak, who visited with us on a bitterly cold January afternoon and lent his support to The Campaign.

One of the requirements of the Minnesota Department of Transportation is that TEA-21 grant recipients have a "sponsor" responsible for administration of the grant, contracting, and supervision of contractors. Many thanks to the

Hennepin County Regional Railroad Authority (HCRRA) for taking on this critical job and to our own Aaron Isaacs and Hennepin County Commissioner Peter McLaughlin and HCRRA director Derek Crider for their assistance in making this happen.

Among the by-products of the TEA-21 work was the discovery by our consulting engineers that the original right-of-way from the car barn to the William Berry Parkway bridge, which we've leased from the Minneapolis Park and Recreation Board since 1970, is actually owned by the City of Minneapolis. We now have a lease with the City for its portion of the right-of-way and will revise our lease with the Park Board to reflect that it's our landlord only from the Berry bridge north.

As for when the work will be done, that's still up in the air. We're planning for later this year and hope that the work can start after daily service ends (mid-September) and end in time to avoid cancellation of the Pumpkin Patch and Halloween Ghost Trolleys. Options being discussed for the construction period include substitute bus service, shorter rides when parts of

the line are open, and speeder rides. There's even been talk of having the Halloween Ghost Trolley in Excelsior if the line was closed during Halloween.

2003 Volunteer Hours

The numbers, as usual, are impressive. We've always kept track of Transportation Department hours from Trip Reports. Now our concerted effort to record all volunteer hours has shown just how much work so many people do to keep the Como-Harriet Streetcar Line running. This doesn't include the time that Traction Division volunteers spend at the Excelsior Streetcar Line. These figures, of course, will be included in the Traction Division's 2004 statistics because ESL is now part of the Traction Division family.

In 2003, 112 volunteers contributed 10,780 hours! Twelve volunteers gave more than 230 hours: Ken Albrecht, 702; Roy Harvey, 539.25; Jim Willmore, 453; Karl Jones, 418.75; Louis Hoffman, 400.25; Bill Graham, 388.25; Jim Otto, 349; Jerry Olsen, 307.5; George Isaacs, 241.75; Neil Howes, 240; John Prestholdt, 239.75; and Bill Arends, 230. Seventeen other volunteers contributed between 100 and 229 hours. Thanks to every one of our 112 volunteers for those nearly 11,000 hours!

Mechanical Department Update

With #1239 almost ready for revenue service, the Traction Division's Mechanical Department forces are turning their attention to Winona #10.

#1300 doesn't get out in the snow very often. The occasion was a tour of the line for staff of the Hennepin County Regional Rail Authority, sponsor for MTM's federal TEA21 track grant.





Every Tuesday the Campaign for Como-Harriet fund raising committee meets for lunch. These lunches led to over \$200,000 in match for the TEA21 grant. Left to right are Jim Vaitkunas, Mike Miller, Louis Hoffman, John DeWitt and Dave Kettering. Other attendees not shown are Bill Graham and Aaron Isaacs.

This is an important project for several reasons. Practically, it'll give us an efficient, lightweight streetcar at Como-Harriet that draws less power for those quiet weekends before Memorial Day and after Labor Day, weeknights, and small charters when a full-sized streetcar isn't needed. Historically, it's our first representative from one of the small Minnesota systems and it's a rare type of car.

Work will happen at both the Excelsior and Linden Hills Carbarns, with work at Linden Hills being limited to parts that can be removed from #10 and easily transported to Linden Hills. Early work will be limited by the small amount of funds available in the Winona #10 Fund - just under \$1,500. Total restoration cost is estimated at \$30,000 to \$40,000. But once she's running, she'll earn that back in lower power costs. Once The Campaign for Como-Harriet is completed, Traction Division forces will start another fund drive to raise money for the complete restoration of Winona #10, with a goal of a return to service in the summer of 2006. The fundraising team will be David Gepner, Bill Graham, and Jim Vaitkunas. We also hope to have help from our members in the Winona area who can help us make contact with businesses, groups, and individuals there who may want to help this project. Look for this information in a future Minnegazette. Of course, if you just can't wait, send your donations to: Winona #10 Fund, Jim Vaitkunas, 155

Chaparral Drive, Apple Valley, MN 55124.

Given the limited funds currently available, early work will be cheap: refinishing interior molding, paneling, window sash, and other woodwork. No decisions have been made as to which of the car's four color schemes she'll be restored in. A cornerstone of the project will be the replica St. Louis Car Company No. 46 truck, to include motors, wheels, and axles. The estimated cost for this is \$15,000 to \$20,000 alone, cheaper than the cost of repairing and refurbishing the Brill 21E truck frame and motors obtained from the East Troy Electric Railroad Museum several years ago (estimated at \$20,000 to \$30,000). We've also contacted our colleagues at the Edmonton Radial Railway Society in Canada about casting frames for the St. Louis Car walkover seats. They've recently cast the identical frame for one of their restorations. Based on the current exchange rate, we expect to cast them in Canada. The wooden slats will be made in the Excelsior Carbarn.

Personnel-wise, Bill Graham will revise and update the restoration plan he drafted two years ago and take responsibility for cataloging and marking all parts that are removed from the car. Chief Mechanical Officer Clyde Stephens will be responsible for all work on #10 parts at Linden Hills Carbarn. Jim Willmore will build a secure parts storage area at Excelsior Carbarn for storage of removed parts.

Linden Hills Carbarn forces have completed work on PCC #322's motor-generator set, installing the refurbished spare purchased several years ago. It is much quieter than the old one.

Passenger Traffic Department Update

The Minnesota Historical Society's "Going Places" exhibit opened at the Minnesota History Center on January 17, 2004. Among the learned speakers taking part in the historical programs offered in connection with the opening was your Minnegazette editor, Aaron Isaacs. Streetcar-wise, the exhibit features several panels in the Soo Line boxcar (where the rail exhibits are located) about streetcars, a video about streetcars (as well as light rail and personal rapid transit) that features Como-Harriet operators Mark DeYoung and Clark Hoffman.

Louis Hoffman and Aaron Isaacs have been meeting with Marci Matson, Executive Director of the Edina Historical Society to discuss the exhibit on streetcars in Edina slated to open at the Society's museum in August 2004. We're hoping to have the reproduction streetcar front, presently at Jackson Street Roundhouse, there as part of the exhibit along with displays of artifacts, video clips of streetcars in Edina and along the Como-Harriet route, and an "Edina Streetcars Then and Now" display. We're discussing promoting the exhibit to Edina schools, civic groups, and senior groups packaged with a bus and a visit to Como-Harriet.

We're looking forward to welcoming two important groups this summer. On July 1, National Railway Historical Society conventioners will spend a day at Lake Harriet during their annual convention, hosted this year by the local North Star Chapter. And during Labor Day weekend, a contingent from the Chicago-based Central Electric Railfans Association will be on hand. For those not familiar with CERA, it's one of the most venerable and well-respected groups of traction enthusiasts in the United States. Known for their prolific and well-researched "bulletins," now hardcover books, on traction subjects far and wide, but focusing on Chicago, the groups will ride the Hiawatha line Saturday morning, the Excelsior Streetcar Line and the Minnehaha on Saturday afternoon, and visit Como-Harriet on Sunday morning. For more information about CERA, including information about its fine publications and membership, check out the link in the Como-Harriet and Excelsior Streetcar Line pages of the Museum's website.



The restoration of Winona streetcar #10 has begun. Jerry Olsen (pictured) and Dick Stoner are rebuilding one of the pair of K-10 controllers. Other volunteers are removing windows for refinishing, and refurbishing one of the folding door panels. Phil Settergren and Bill Graham photos.



CERA membership is reasonably priced. And even if you can't take advantage of the fine monthly programs in Chicago or the biennial trips (the most recent was to inspect streetcar lines in St. Petersburg, Russia and Estonia), the well-researched, photo-laden books make the reasonable dues well worth it. They show up irregularly, usually about once per year and, for streetcar fans, are like Christmas morning!

Physical Plant Department Update

Concurrent with The Campaign for Como-Harriet, a small group of volunteers and friends pitched in \$765 to pay for natural gas to keep the Linden Hills Car barn open on Wednesday evenings. Wednesday shop hours were cut because of the Museum's tight winter financial situation. Donations from \$40 to \$100 came in from Alfred Aeppli, Ken Albrecht, Betty and Earl Anderson, Bill Arends, Phil Epstein, Roy Harvey, George Isaacs, Charlie McCarthy, Mike Miller, John and Kathy Prestholdt, Scott Reed, Phil Settergren, Walt Strobel, and one anonymous donor.

RAILROAD DIVISION REPORT

-Dick Kolter

Fundraising Event

Steam'n Along was the title of a Railroad Division fundraising event held at the roundhouse March 26 and 27. It encouraged people to come to the roundhouse to see the work in progress, take a train ride and have something to eat. For the Friday evening fish fry, people were seated all around, and inside of, the railroad cars undergoing repair and restoration. Roving entertainers livened up the evening.

All day Saturday train rides were provided in the caboose and triple combine car 1102. Everyone attending was given a "hobo" lunch that they could eat anywhere on the grounds. Saturday's event was designed more for young people but everyone seemed to be having a good time. There was no limit on how often people could take the train ride. Many rode three times, once in the caboose, once in the coach, and then in the engine. Another attraction was a small silent auction set up in the lobby of the roundhouse. Bids were solicited for a wide variety of donated items. The event was run by a dedicated group of volunteers who met weekly, for several weeks, to work out

the details and publicity. Over 600 people attended the events and a modest profit was realized.

SD-9 Locomotive

The SD-9 locomotive #6234 that we acquired from the BNSF during 2003 was a gift because it had a known problem with the main generator. We decided, right from the start, that the rest of the engine was in such good condition that we would attempt to repair the generator immediately. Planning for the work and securing the necessary funds for the project took until February 10 when the generator was carefully lifted from the unit and taken to a local electrical repair shop. When the unit finally becomes fully operational it will be repainted in the BN green that it has worn for most of its life.

New Logo

Our chief marketing volunteer, Dan Lamatsch, brought a proposal to the division board for a new logo to be used this year. This new logo is designed to more accurately reflect our operation. For example railroad tracks are prominently evident in the new model. The board decided to phase in the new design while still using the old one on products already on hand.

The Engine Squeaks

Locomotive 559 was parked inside of the roundhouse during almost all of February and March. Dan Gobel and Phil Wellman did various maintenance chores on it every weekend. During the last part of March they occasionally heard a squeak coming from within the engine. At least that is what they thought. The engine had not been operated for several weeks so it wouldn't be air pressure escaping from some equipment. Maybe wind was moving one of the ventilation shutters.

During the first week in April, when the engine was being prepared for its trip to Osceola, the occasional squeak became louder and easy to pinpoint. Dan squeezed into the front of the engine compartment and came out with five kittens, squeaking.

Off Season Work

A review of the off season activity finds a reasonable amount of activity recorded at the roundhouse during the entire winter. Although there was someone working on each of the major projects each weekend, none of the big projects got finished in time for the start



The 44-tonner "General Ben" and the Northern Pacific Russell snowplow on display next to the turntable. NSP #5 has been sold to Progressive Rail. Aaron Isaacs photo.



Mail pickups are a regular feature at Osceola. The mail bag is hanging on the crane as #559 accelerates out of town. Louis Hoffman photo.

of the season. Restoration of baggage car 265 progressed far enough so that it went to Osceola as part of the spring move with plans to complete the work there as soon as possible. Interior sand blasting and painting was an important job left for Osceola.

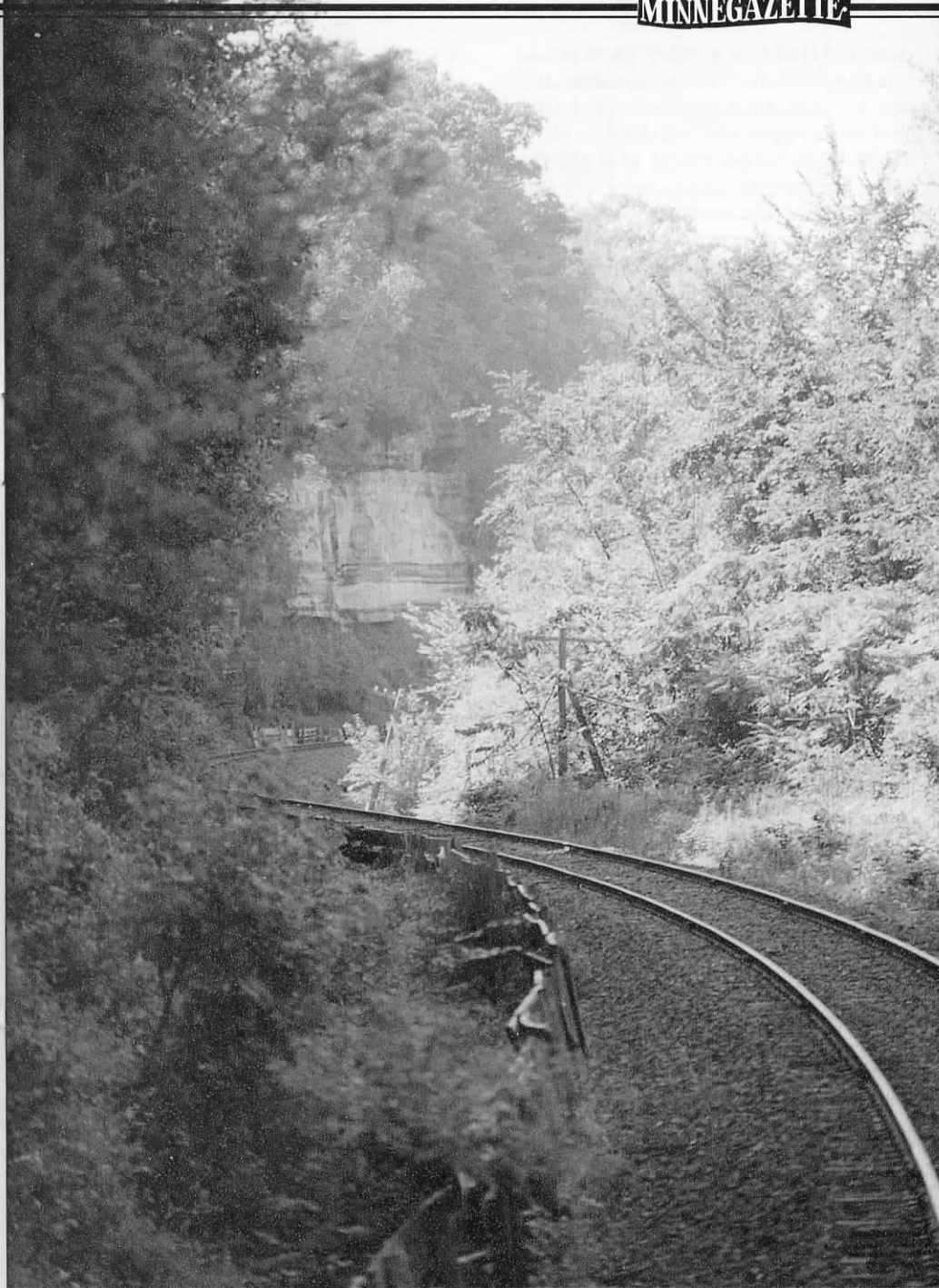
Work on one of the trucks under 1102 was postponed to next winter but the car did get an interior face lifting in the form a new paint job. The main generator repair on locomotive 6234 was considerably slowed by some difficult to remove components. Word was, however, that the problems all appeared to be resolvable.

Coach 1096 also had major restoration work remaining at the time of the annual spring move. Repairing the rust damage in the walls is a major undertaking as is the window replacement. At this writing

all of the work was progressing well, but was very time consuming.

Long Range Planning

At the end of the 2003 season when it was evident that the whole museum was quite short on operating cash the Railroad Division made the difficult decision to sell some assets to insure that money would be available to continue operations. At that time the division decided that a plan for major expenditures was in order to insure that cash shortages would not occur in the future. Later in the winter Superintendent Dick Kolter appointed a group to function as a long range planning committee and continue the work that the board had started earlier. This group is headed by Kurt Mahre and will meet irregularly to keep the planning current.



Morning shadows shade the track along the limestone bluffs above the St. Croix. Aaron Isaacs photo.

sale will become available to us. Provisions were made at the time of sale for this possibility.

- Last on the current list is the restoration of the Northern Pacific lightweight coach #598 that is in the yard at Jackson Street.
- The major repair work on 1096 and 1102 trucks will continue with all of the other work. These two projects are more of routine maintenance. The volunteers working on 1096 have personally funded much of the work.

CLASSIC BUS OPERATIONS

-Ken Luebeck

A Day That Shall Live in [Bus] Infamy

It's official. The MTM officially has a running bus that looks good inside and out. At 1:02 PM on February 14, 2004 MTM Classic Buses fired up #1399 for the first time since 2001.

The world nearly ended for us that day we received the word. A mechanic out on a run to fetch parts from Richfield Lines reported that #1399's engine had seized. We actually made the news; MnDOT traffic cameras eyed the bus sitting along the side of the road on southbound I-35W in the Crosstown Commons. Later in the day we towed it back to Nicollet Garage. The more we learned about its condition, the less optimistic we were that we could fix it.

We focused on a cradle replacement. The engine, transmission, and other related parts can be removed as a unit called a cradle. MTM Bus Curator Mike Ondecker had been searching the area for old buses and engine cradles. The best engine cradle we could find happened to be sitting in a bus. So in the fall of 2002, we acquired Twin City Lines #1364. Shorty's brought it to JSRH, and we began contemplating the details of a cradle swap. In the meantime, Maintenance Supervisor Phil Epstein began fixing minor parts on #1364. With relatively little effort, #1364 was running laps in the JSRH's back yard. Early in 2003, Mike Ondecker announced that a mechanic who owned a small shop in Perham, MN would rebuild the engine in #1399 for free-provided we supplied the parts and the cost of moving #1399 to Perham. Now #1364 ran, but it smoked a fair amount. A good engine rebuild should last us decades. It was obvious we should find a way to accept the engine overhaul.

The combination of board action and planning committee work has resulted in the following list of projects in the order of the priority assigned. There will be several projects going on simultaneously with priorities adjusted to best accommodate the volunteers abilities and available time.

- The highest priority will be to repair the BN6234 locomotive and repaint it. It will be painted in the same color scheme that it carries now.
- Second on the list is to correct some oil leaks on locomotive 3110. This work is not expected to be too costly.
- Completion of the baggage car 265 restoration is considered to be very important. This car will serve multiple purposes as it will have a concession

area, rest rooms, and have four large doors for passenger viewing.

- Repair and painting of the exterior of Soo Line caboose 31 will improve its appearance and preserve it. The roof is a galvanized metal that has lost most of its coating and started to rust. The interior was painted last year.
- Locomotive 105 is starting to show rust where the paint has weathered away. The color of this locomotive will be changed to reflect its early life as a Lake Superior Terminal & Transfer engine. It was painted in Great Northern colors with LST&T lettering.
- A fund will be created to save money designated for use only to repurchase the assets sold this winter. It is likely that some day the locomotives in the

The mechanic in Perham had some kind of a family emergency and backed out of the rebuild project before we could move the bus. So while #1364 was busy running laps at the Thomas event, Mike began considering for other options. Scott Pieffer, the Manager of Maintenance for Lorenz Bus Company had performed all of the DOT inspections on the buses we ran for Thomas the Tank Engine. One of these buses (Twin City Lines #1303) was in Lorenz paint. Scott had agreed in principle to help us rebuild its engine. So Mike asked if he would be willing to rebuild #1399 instead.

We ended up rebuilding the #1399's engine in the west yard at JSRH. If you know what you are doing, the task isn't as overwhelming as you might think. But you do need to know what you are doing. Fortunately, Scott had the expertise and a few specialized tools. Parts acquisition became delayed. Scott is quite busy. So we accepted delays to work around Scott's schedule. Lorenz became busy rebuilding a group of ex-Metro Transit Gillig Buses in time for a State Fair contract. (Gillig is the name of a bus manufacturer.) #1399's work extended into the winter. We worked outside using a gas heater to stay warm. The day we started it, the engine was so cold it wouldn't turn over. We borrowed a heater from the Railroad Division and had it blow hot air onto the engine block for an hour. Finally, at exactly 1:02 PM, the engine turned on its own. Eric Hopp took pictures as a cloud of white smoke rolled across the yard. For several minutes it smoked so much we wondered if we had some bad parts. The engine sure sounded good. The smoke continued to roll-perhaps we were trying to compete with the folks over by the #2156. After several minutes, the bus reached design-operating temperature and the smoke faded away. To nothing. That's right, we have one bus that looks very good and it has no smoking habit. The bus that started it all is back. Care for a ride?

The TO-DO List

What is it that we do in the Bus Shops? For starters, each bus has its windows cleaned and its floor swept out before each run. This is no small task.

Already this year, we have 46 runs either completed or scheduled.

-The steps need to be reinforced on three of the buses.

-Air leaks in the fuel line will cause an engine to suck air. Once the fuel filter fills with air, the engine will lose

power. #1145 has a valve on it so we can bleed air out of the fuel filter, and one by one, Phil has been isolating and removing the air leaks. Now #1170, #1364, and #1303 will get the same treatment.

-The transmission linkage in #1399 is fickle. While we can get by as is for a while, we may need to replace the cable that runs from the gear selector up front back to the tranny.

-#1171 likes to run warm. So we've had the radiator refurbished. If it's not in already, Phil could use some help with this one.

-#1399's front door sometimes binds. An air motor controls the doors. The last time after Phil thought he had it fixed, he went to close the door and leave-it stuck open.

The maintenance TO DO list has about 70 items on it. But even the most complex pieces of machinery tend to be collections of small parts. We're around most Saturday mornings by 10 o'clock or so. So stop in sometime and say hello. Phil Epstein and Burt Foster would appreciate the help. Stick around a while, and you'll find that you too can help keep the buses rolling.

Passenger Agent

The Classic Bus Division is looking for a passenger agent. We have had two slip through our fingers over the winter. Maybe you can't drive the bus or don't feel you can turn wrenches. We could use someone to serve as a contact for patrons desiring classic buses. As a bonus, you would get to have our exclusive e-mail address: ClassicBuses@MTMuseum.org.

Interested? If we can interest you in helping out in any way large or small, then give us a call (Ken Luebeck: 612-490-1003), send us an e-mail, or simply stop by the Bus Shops in the back of JSRH.

EXCELSIOR STREETCAR REPORT

-Bill Graham

Track One Re-Aligned

As the restoration of car 1239 moved along, members speculated whether it would fit through the Excelsior car barn's outer doorway. It's a long story. Back in 1998, the engineering consultant for the car barn decided to locate the inspection pit on the east side of the workshop. This meant that the track had to traverse an S-curve leaving the building, and that as the ends of the car swung outward, they cleared the

narrow building doorway by fractions of inches.

The consultant labored long and hard, and swore that his design would let our car pass through the doorway unobstructed. It was not to be.

A year ago, before 1239's rear steps and gates were installed, the right rear edge of the roof brushed the outer doorway as the car passed. With steps and gates in place, it was almost a sure bet that the clearance problem only had got worse. On March 30, the Tuesday Guys gathered to answer the question once and for all: could 1239 exit the building on the existing track, or must the track be straightened? Indeed, when the front 30 feet of 1239 were in the sunshine, it was obvious that her rear end would remain forever in darkness unless the track was moved.

Scott Heiderich had arranged for Rick Benedict of Railroad Service, Inc. to be present, and measurements were taken to determine how much straightening was needed. The next day, Benedict's crew dug out track 1 from just outside the workshop room all the way to the turnout. The track is ballasted in stone, so hand labor was not an option. By the end of the next day, the track inside the storage barn had been moved to the right 5 inches, while outside it was moved to the left as much as 16 inches.

Since straightening the curves actually shortened the track slightly, wagers were laid as to how much rail would have to be hacked off for the new alignment. The speculation ran as high as 8 inches, but most observers agreed that at least five inches of rail would need to be lopped. This writer lowered his estimate to three inches after heavy head-scratching. Again, the railroad proved just how wrong high-paid experts can be. The actual trim amounted to only one and three-quarters inches.

With a more normal curve and with the track centered in the doorway, car 1239 now breezes through with mirrors, handrails, gates, steps, roof and the doorway itself fully intact. Cheers erupted and MTM'ers modestly agreed that we, again, have produced a masterpiece. Some further adjustments and testing will be needed, but plans are in the works for 1239's grand coming-out at Excelsior sometime in June.

Car Restoration Work

The Excelsior workshop generates lots of dust from sanding and sawing, which settles on and in the cars. This

year, Bob Johnson and Bruce Kobs have agreed to give both cars a periodic bath outside, as well as a dusting and cleaning inside. Excelsior's standard of cleanliness isn't yet up to that of

Como-Harriet, but this year it should improve markedly.

By late April, the new gate opening mechanism for 1239 was about 75% complete. Ken Albrecht's design closely matches TCRT's original

mechanism, using a manual crank at the motorman's right hand just above the emergency brake wheel.

The capstan, bearings and crank handle had to be made from scratch, and the long connecting rod extending to the rear of the car had to be bent so as to reach around the brackets supporting the car's front fender. Under the rear steps, a series of links, eccentrics and connecting rods cause

the six opposing gate panels to open simultaneously. It's a kick to pull on one gate and see the other five open at the same time.

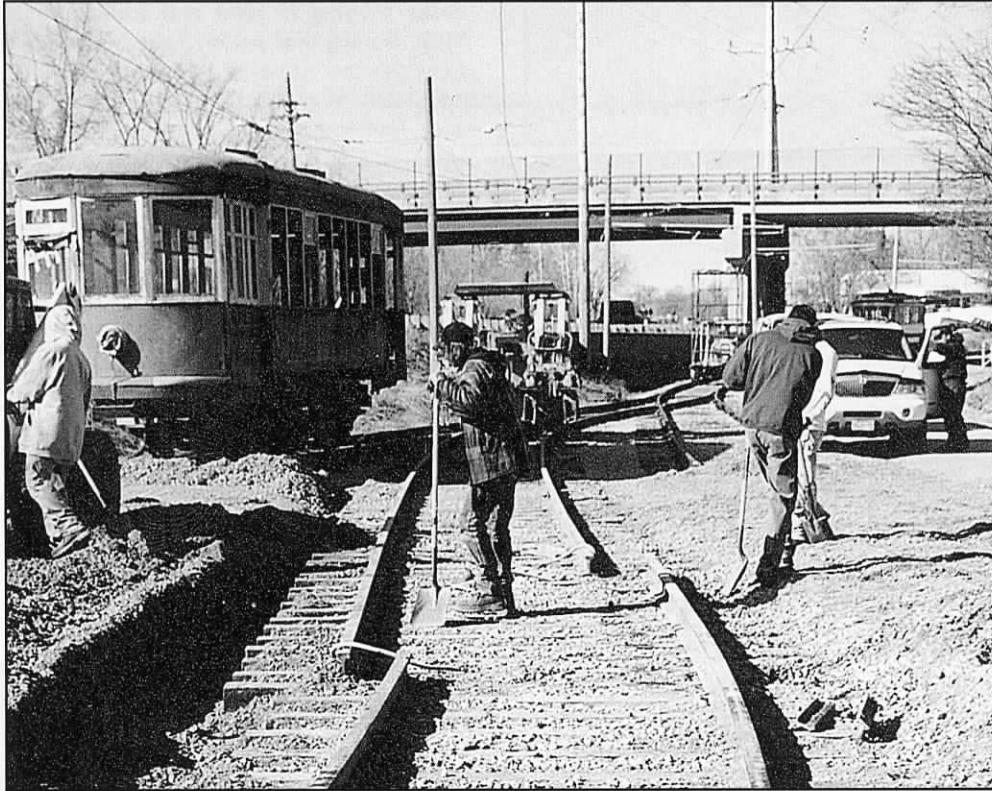
Ken used one original gate clevis along with five new castings, all of which were drilled and threaded. Since the pivot posts on which each gate panel mounts had been torched off, Ken had to weld extensions onto them and then machine new keyways into each post to engage in the eccentric which activates the gate. Dave Irey and George Isaacs helped by brazing up the old pivot holes in the castings and then drilling perfect new holes in each. Making new castings, adapting old parts to a new system, dealing with outside contractors, and commuting from his North Mankato home to the Excelsior carbarn, all combine to make Ken's contribution the more remarkable. With gates and steps now one of his specialties, Ken is turning his attention to fashioning gates and steps for the next restoration project, Wisconsin Railway Light & Power Company (Winona) single-trucker No. 10.

Existing plans are being gathered for Winona 10's type 46 truck, its walk-over seats and for the door and folding step mechanism. Collaborations are in the works with several other streetcar museums to share parts and fabrication experience among several similar car projects. George Ittner is rebuilding and refinishing the 16 door panels. This requires stripping off old finishes, knocking the panels apart in order to re-glue the joints, plugging holes, re-bedding the original glass and applying finish. Blair Dollery and this writer are pushing ahead with restoring No. 10's interior woodwork and window sash.

Operations

The schedule of car operations will not change in 2004: Thursday afternoon 3-6 p.m., Saturdays 10 a.m. to 4 p.m., and Sundays 1 to 4 p.m. Operations will begin May 27 and continue through September. Car 78 will be the regular car until 1239 is released for general service, probably in June. Crew training on 1239 will begin as soon as it is available.

We need operators to help fill out the Excelsior operating schedule. Whether you have run streetcars before or not, please call Bill Graham (952-435-9724) if you are interested.



Car 1239 is no longer stuck inside the carbarn. The track was shifted over to remove the kink (compare realigned track at left with link at right). Bill Graham photos.



THE CHANGING EXCELSIOR WATERFRONT

Excelsior was the busiest steamboat port on Lake Minnetonka. It began as the destination for competing boats that met the Great Northern in Wayzata. With the arrival in town of the Minneapolis & St. Louis (1881) and the Minneapolis, Lyndale & Minnetonka narrow gauge (1882), the Excelsior waterfront saw its own rail to water transfer. The Motor Line lasted only until 1886. It was standard gauged in late 1886 and became part of the Great Northern's Hutchinson branch, lasting until 1900. After a five year hiatus, Twin City Rapid Transit relocated and electrified the GN track, bringing electric cars to a new Excelsior Dock Station from 1905 to 1932. Until 1926 the cars transferred passengers to the company's express boats. Excelsior's waterfront changed over the years, and that is the subject of this photo story.



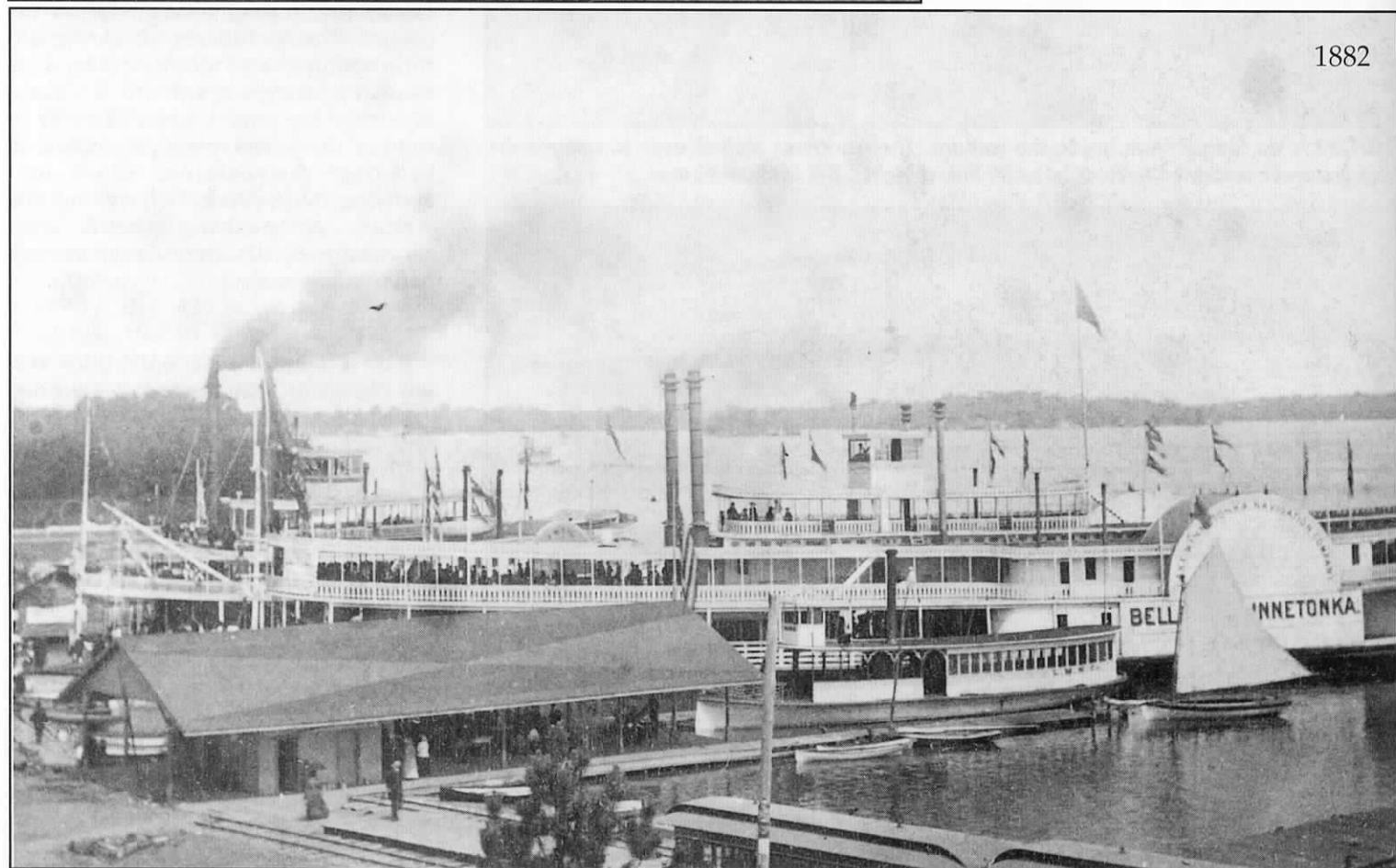
1882

The first six photos share a common angle and show us the subtle changes in the docks starting in 1882 and ending about 1892. During that period Lake Minnetonka experienced several years of national popularity as a vacation spot. By 1890 the craze had passed.

Left: It's 1882 and the narrow gauge Minneapolis, Lyndale & Minnetonka (Motor Line) extension from Lake Harriet has just opened. The train of open and closed cars is pulled by one of two 2-6-0s that took over from steam motors at Lake Calhoun. At the dock from left to right are the City of St. Louis, the Katie May and the Mary. Note the dock under construction at right.

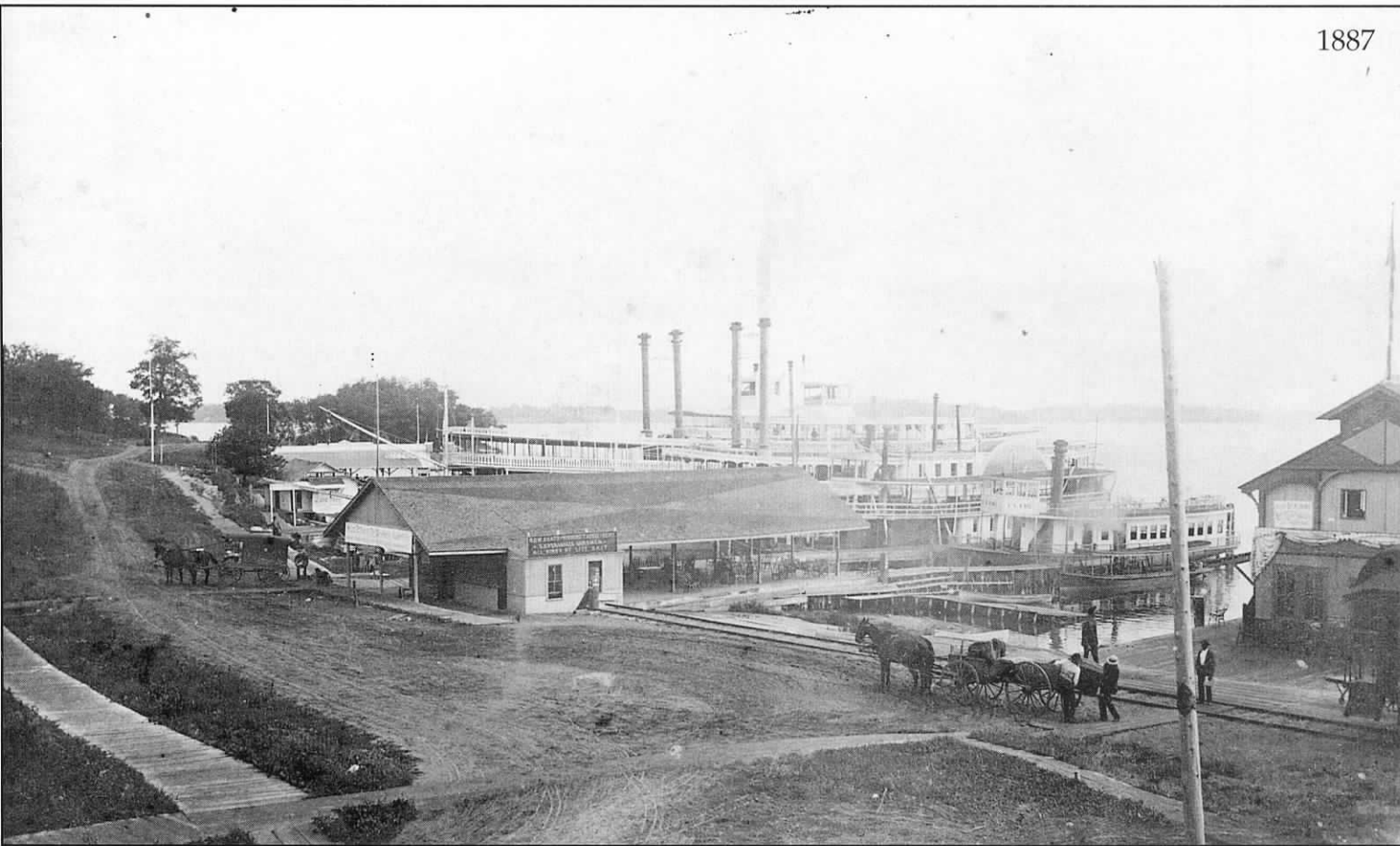
Below: Here you can see the Motor Line's double stub tracks. The City of St. Louis, Belle of Minnetonka and the Minneapolis are docked.

Both Minnesota Historical Society collection.

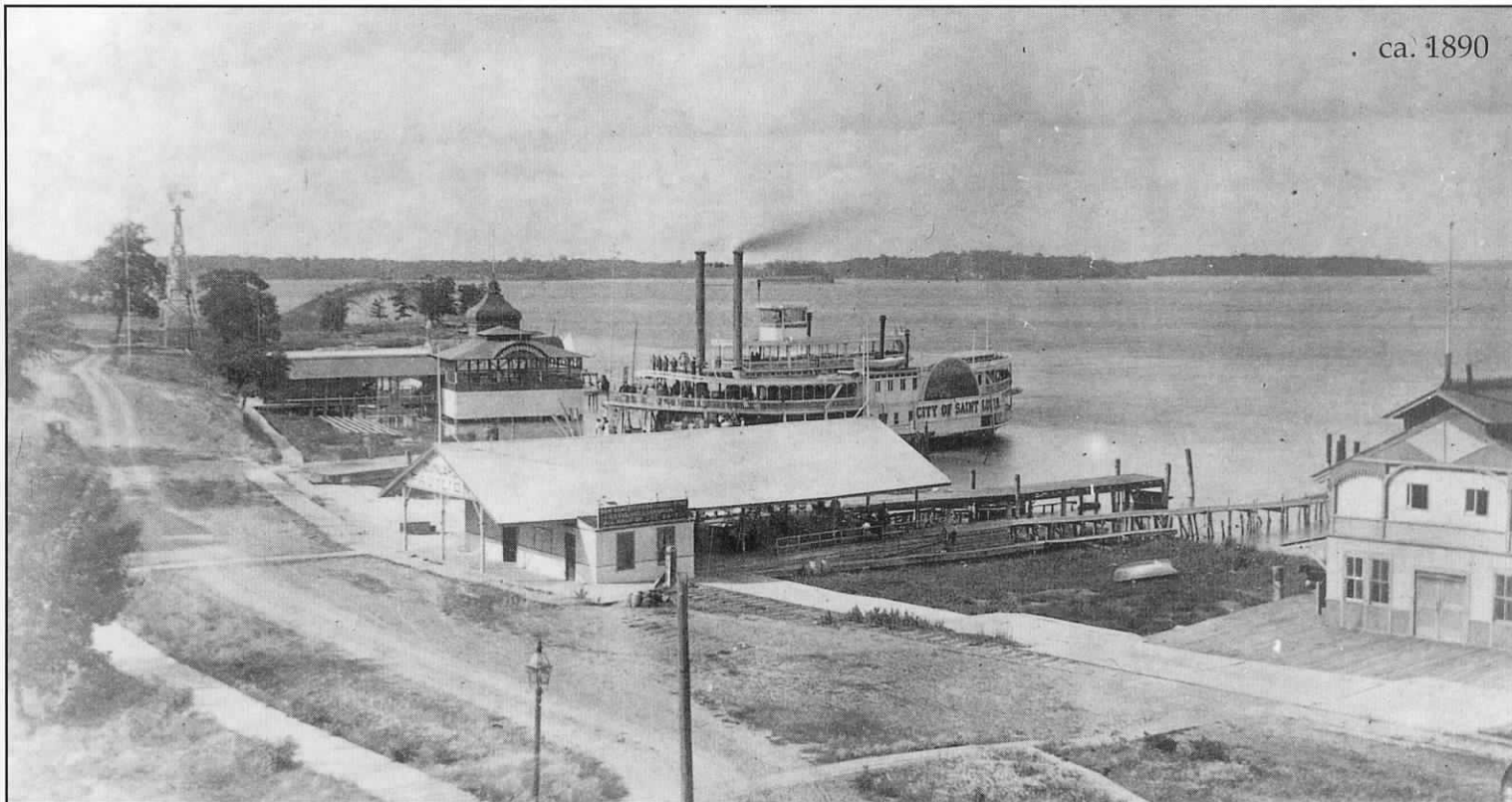


1882

1887

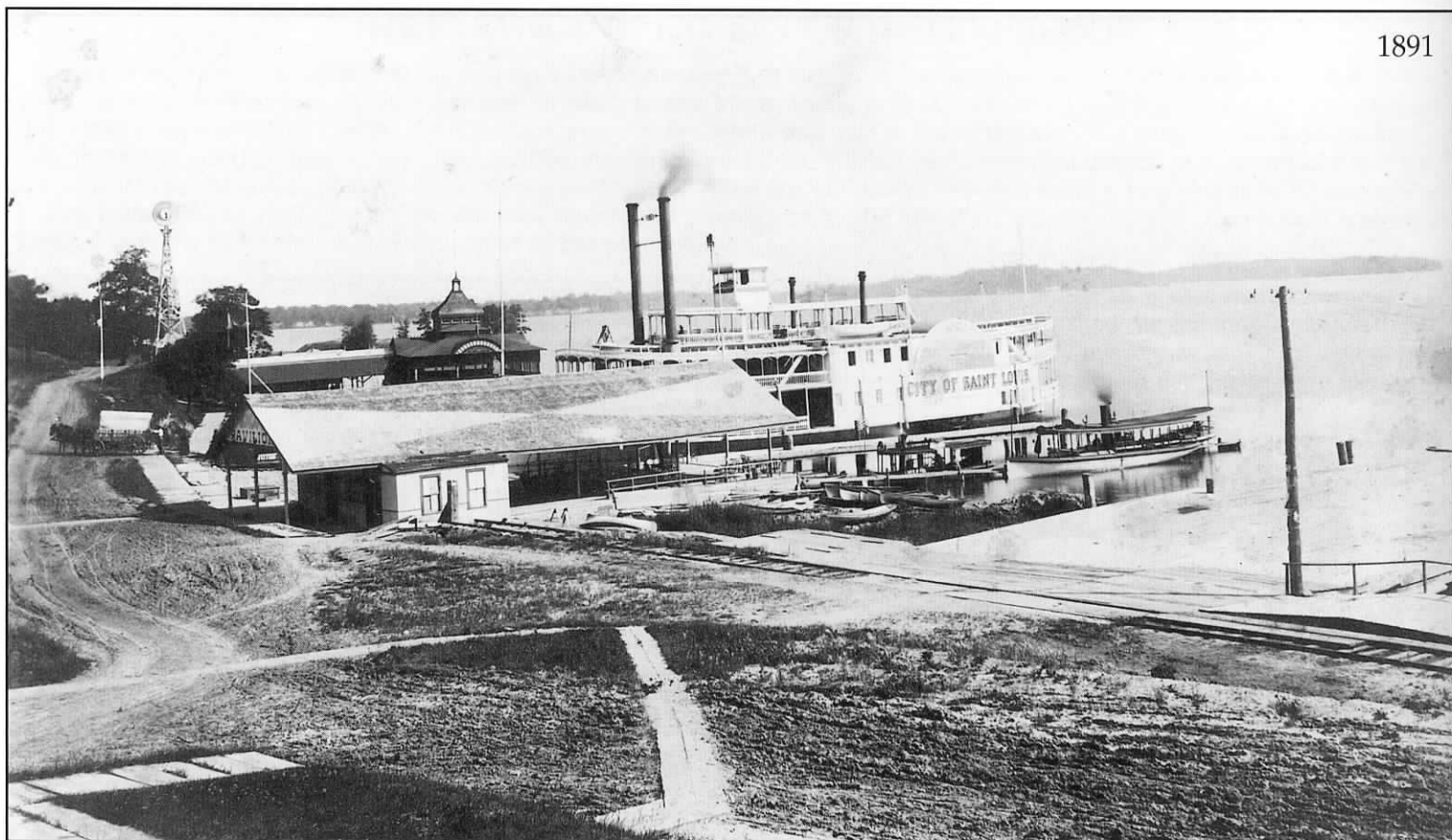


Above: It's 1887. The Motor Line has been abandoned. From Hopkins west it has been standard gauged and is now part of the St. Paul, Minneapolis & Manitoba, later to become the Great Northern. The original Hutchinson line followed the approximate path of today's Highway 7. As far as we know, trains to Minneapolis backed down a half-mile spur to the docks, then retraced their steps and continued to Minneapolis. Other changes—the enclosed portion of the covered dock at the end of track now projects out from under the roof by several feet. A large new covered dock is at far right. The Belle of Minnetonka, City of St. Louis and the Clyde are docked. Below: The Blue Line Pavilion, an Excelsior landmark, has been built, just beyond the City of St. Louis. The covered dock is now labeled "Gates Pavilion". The tracks are getting weedy. Both Minnesota Historical Society collection.



ca. 1890

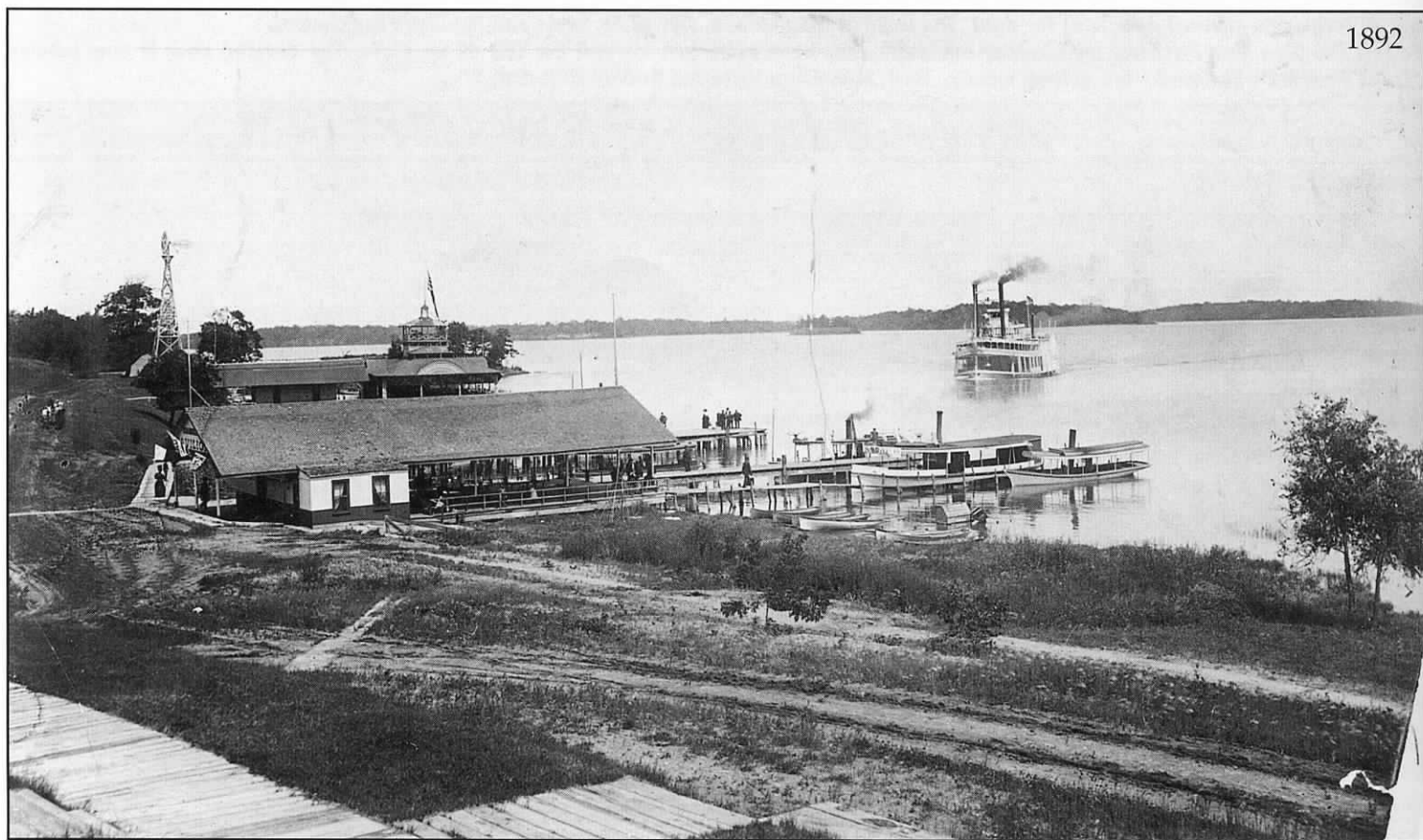
1891



Above: The large enclosed dock at right has disappeared. Excelsior Historical Society collection.

Below: The Belle of Minnetonka, approaching the dock, last ran in 1892, which dates this photo. The tracks have been pulled up, although the GN would continue to serve Excelsior until 1900, when the Hopkins-St. Bonifacious portion of the Hutchinson line would be replaced by an extension from Spring Park via Mound. The waterside walkways and the dock that used to be at right have also been removed. Minnesota Historical Society collection.

1892



ca. 1898

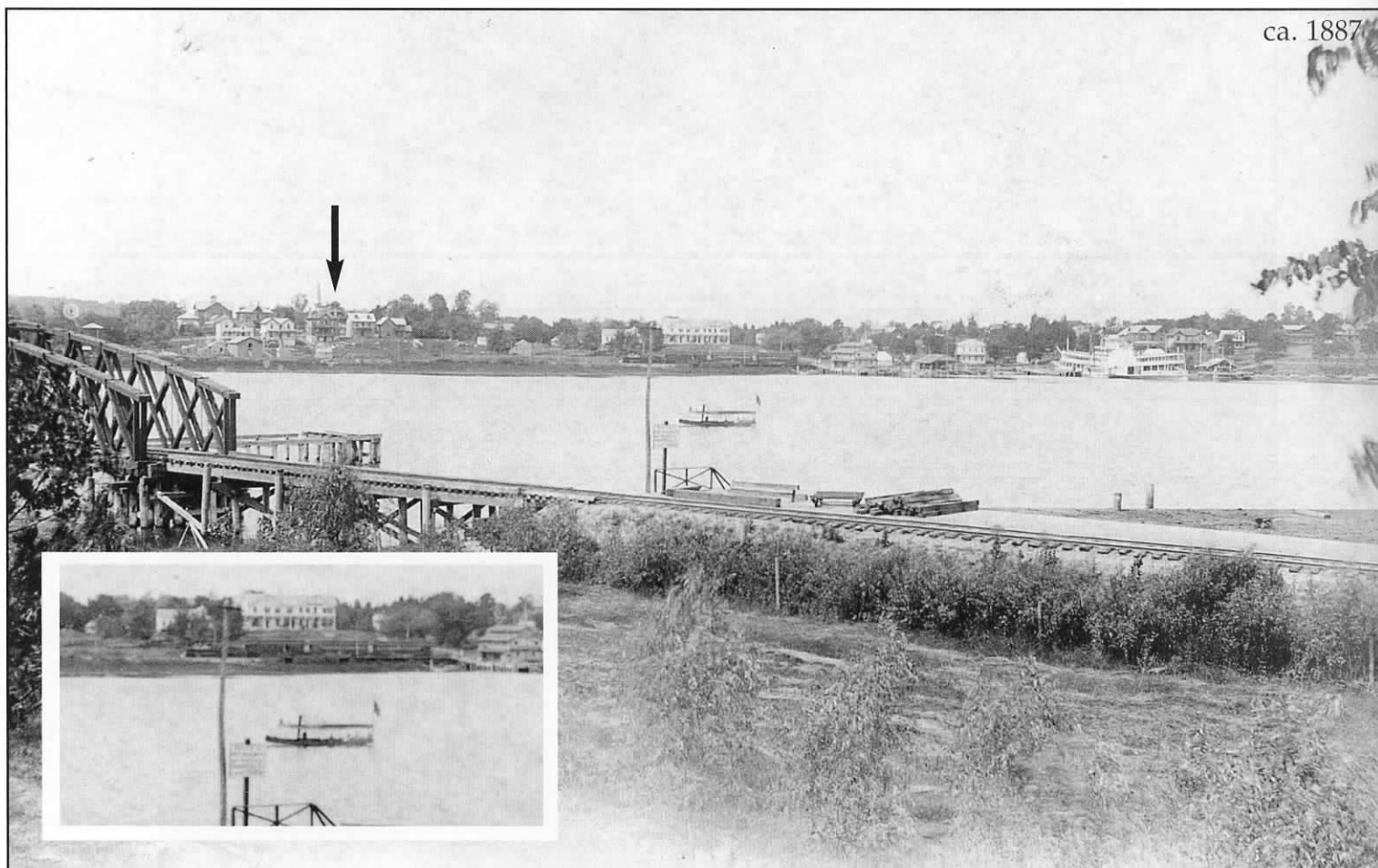


The small steamboats Juno and Comet date this photo to the 1897-1901 period. The ungainly George at far right dates this photo to around 1901. The covered Gates Pavilion is gone. Left to right are the Puritan, Victor and Helena. Both Minnesota Historical Society collection.

ca. 1901

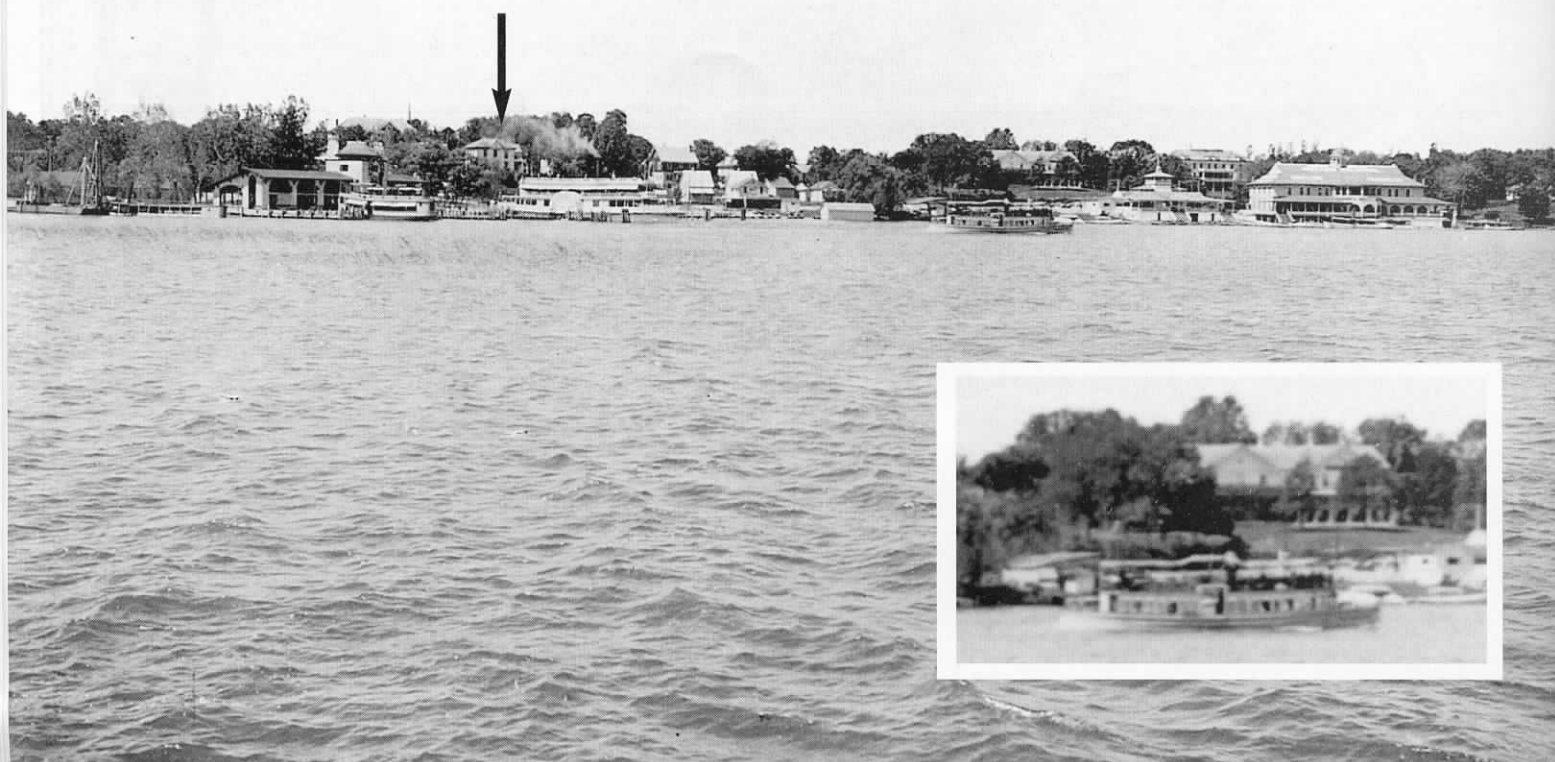


ca. 1887



These similar angles from the east shore of Excelsior Bay near the Minneapolis & St. Louis St. Albans Bay bridge span about 23 years, from about 1887 to about 1910. A house that appears in both photos is indicated with an arrow. Above: The earlier view shows a standard gauge St. Paul, Minneapolis & Manitoba train (see inset) and the Belle of Minnetonka. Below: The Twin City Rapid Transit Minnetonka empire is in full flower in the other photo. From left to right are the Excelsior Dock Station, the excursion boat Puritan, a Big Island ferry, an express boat, the Blue Line Pavilion and the large building known as the Casino.

ca. 1910



ca. 1903



Here are two views of the Casino. Above: This is before Twin City Lines, perhaps about 1903. There's a great steamboat lineup, including (front to rear) Helena, Acte, Victor, Detroit, Mayflower, Excelsior and Plymouth. The bottom view from about 1908 shows the Dock Station in the distance, with express boats, ferries and the Excelsior. Both Minnesota Historical Society collection.

ca. 1908





The view from inside the Casino.



2003

Below: Artist Kurt Carlson adapted this postcard view for one of his Minnehaha fund raising paintings. The Blue Line Cafe is at left and the Casino at right. A streetcar is turning from Water Street onto Lake Avenue. In the center is the Blue Line ticket office. It has survived to this day and is now located from its historic location (above right). Darel Leipold collection and Aaron Isaacs photo.

Opposite page top: The streetcars and express boats came close together. The dock station is out of the photo at left. Minnesota Historical Society collection.

This is the Excelsior streetcar station. Steamboat passengers returning to Minneapolis entered from the right and walked under the tracks. The track to the streetcar storage yard diverges just beyond the depot. MTM collection.



ca. 1906





1925

This is the streetcar storage yard, looking toward the lake. The Dock Station can be seen beyond the streetcar station. It's 1925 and the Excelsior Amusement Park is under construction, anticipating the pending boat abandonment. Excelsior Historical Society collection.



1925

The end is near for the steamboats. Most are boarded up awaiting dismantling and scuttling. Darel Leipold collection (above) and Excelsior Historical Society collection.



1925



ca. 1950



ca. 1935

The streetcars and steamboats are gone. Only the dock station remains in the middle of the amusement park. The streetcars crossed the bridge at upper right and followed the dotted line. Lake Avenue and auto parking have taken over the streetcar storage yard.

Buses replaced the streetcars between Excelsior and Minneapolis. Additional charters such as this brought folks to the amusement park. Both MTM collection.

PICNIC GROUPS ARRIVING AT EXCELSIOR AMUSEMENT PARK, EXCELSIOR, MINN.

F-683



4-14-53 Selby-Lake line, westbound at Lexington Avenue in St. Paul. All these photos from the MTM collection are by Arthur Rusterholz.



4-17-53 Selby-Lake line westbound at West River on the Mississippi River.



5-6-53 Selby-Lake line, westbound climbing up the ramp to the Selby Avenue bridge over the Milwaukee Road "Short Line".



5-22-53 Como-Harriet line westbound on the Como-Harriet line on Horton Avenue. The St. Paul portion of the Como-Harriet line was abandoned on 7-10-53.



5-29-53 Selby-Lake line, eastbound car descends into the Selby Tunnel. The Selby-Lake line was abandoned on 7-10-53.



9-7-53 Although the Como-Harriet in St. Paul was abandoned on 7-10-53, this trolley is shown here loading at the Fairgrounds loop, used for the last day of service.

ABANDONMENT 1953-54



West River Parkway in Minneapolis, just after crossing



4-27-53 Westbound Selby-Lake line at Nian and Selby, just west of the Selby Tunnel and the St. Paul Cathedral.



on the Como Park private right of way, about to cross the Como-Harriet was abandoned on 7-10-53.



5-26-53 Southbound Minnehaha line car runs along the east side of Minnehaha Avenue, approaching the Minnehaha Park loop at the west end of the Soldiers Home bridge. The line was abandoned on 11-28-53.



St. Paul quit 7-10, State Fair specials from Minneapolis, as loop, used the track from Eustis Street to the Fair.



10-30-53 A westbound St. Paul-Minneapolis car (University Avenue) unloads at the State Office Building next to the Capitol. The St. Paul portion of this line quit the next day.



11-10-53 An eastbound Como-Harriet car discharges its last passengers at Eustis Street, before wying out.



11-15-53 All of the 141 PCC cars have been sold to the property. This group at Snelling Station will be the last to run.



3-4-54 A westbound Glenwood-4th Avenue car enters Wirth Park on the short section of private right of way along the south edge of Glenwood. The end came two days later.



3-25-54 A southbound Nicollet Avenue car passes Marquette Avenue at 5th Street.



6-?-54 After March 27, 1954, only the Como-Harriet, Oak-Harriet and Intercampus lines remained. This Intercampus car has dropped a passenger at University Grove station, between the campuses. The last car will run on 6-18-54.



5-4-54 Time is running out as westbound car 123 stops at the end of the line.



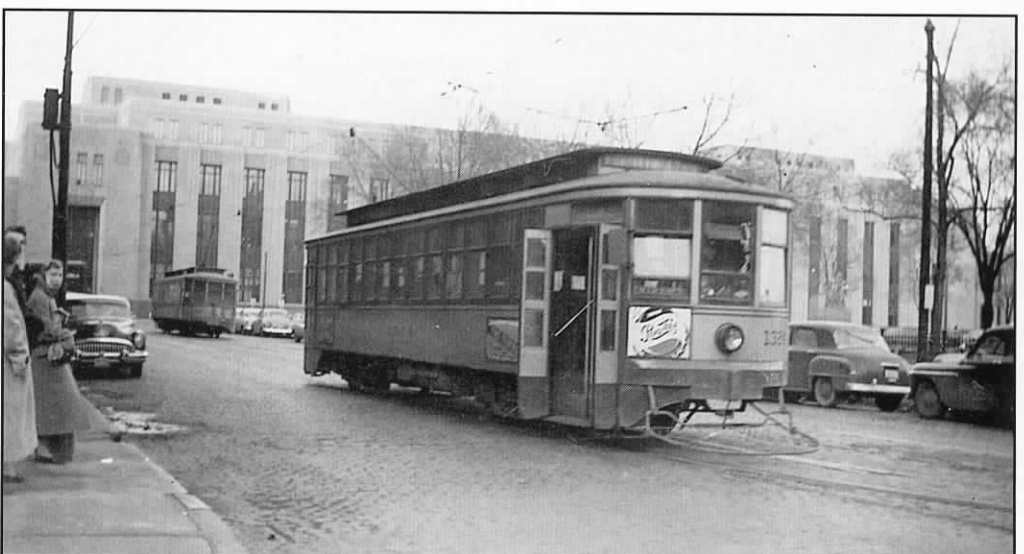
... sold to other transit systems and most have left
... on will be gone soon.



11-27-53 Westbound University Avenue car on the old Washington Avenue bridge over the Mississippi, with the University of Minnesota in the background. This line quit on 11-28-53.



... car passes the old Powers Department Store on



3-26-54 Two Nicollet Avenue cars meet on Marquette between 1st and 2nd Streets, in front of the Minneapolis Post Office. The line was abandoned the next day.



... car 1293 stops at Upton Avenue.



6-17-54 Car 1789 pauses at Lake Harriet station. The last regularly scheduled service would end at 1:34 AM on 6-19-54.

RICHARD KEAGLE'S PHOTOS

A recent issue of Classic Trains featured some fine black and white photos of Mississippi steam holdout Bonhomie & Hattiesburg Southern in the early 1960s.. The photographer is a former Minnesotan, Richard T. Keagle. I wondered if he had any railroad photos from his home state. On the phone from his home in Florida, Keagle referred me to his son Ron Keagle, who lives in Minnetonka. Ron keeps the collection of his father's photos, except for a few that are in the collection of the Minnesota Historical Society. Most date from around 1960. He graciously loaned them for publication in the Minnegazette. Richard Keagle was a freelance commercial photographer, and he only took a small number of railroad photos. Ron is actually the railfan in the family, and you'll be hearing more from him in a future Minnegazette.



Formerly Soo Line #346, the little 0-6-0 switcher and sister #353 shuffled freight cars around the Koppers Coke plant, located on the Great Northern main line between Lexington and Snelling Avenues. After retirement, the engine was built into a restaurant located in Rochester's Chicago & North Western depot. Later it was sold to the Wheels Across the Prairie Museum in Tracy, where it has sat ever since, displayed with an incorrect diamond stack and long cowcatcher.





FT, GP and SD units at the Minneapolis Junction fuel rack. This location is now the home for North Star Rail's 4-8-4 #261 and its passenger cars.

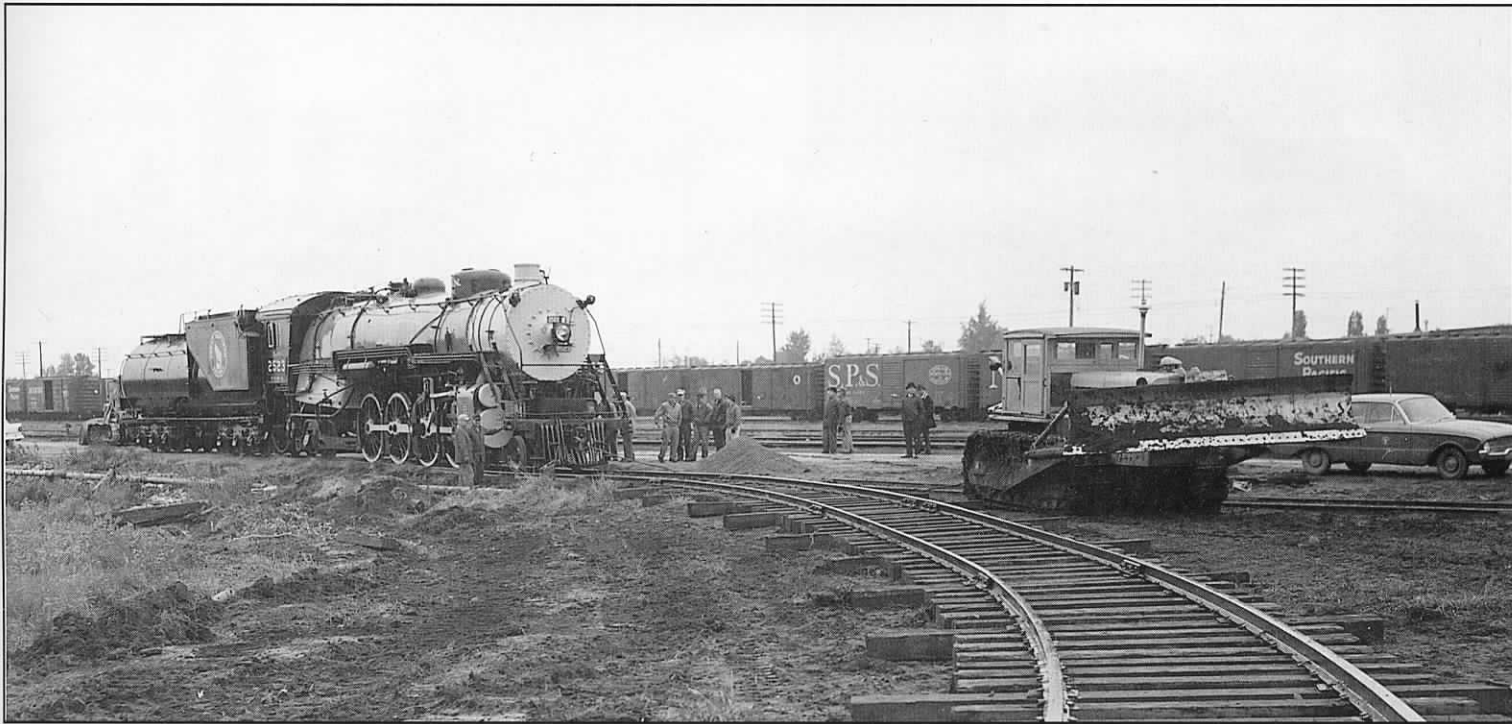




The Great Northern morning Badger from Duluth heads onto the Stone Arch Bridge past the mostly silent west side mills.

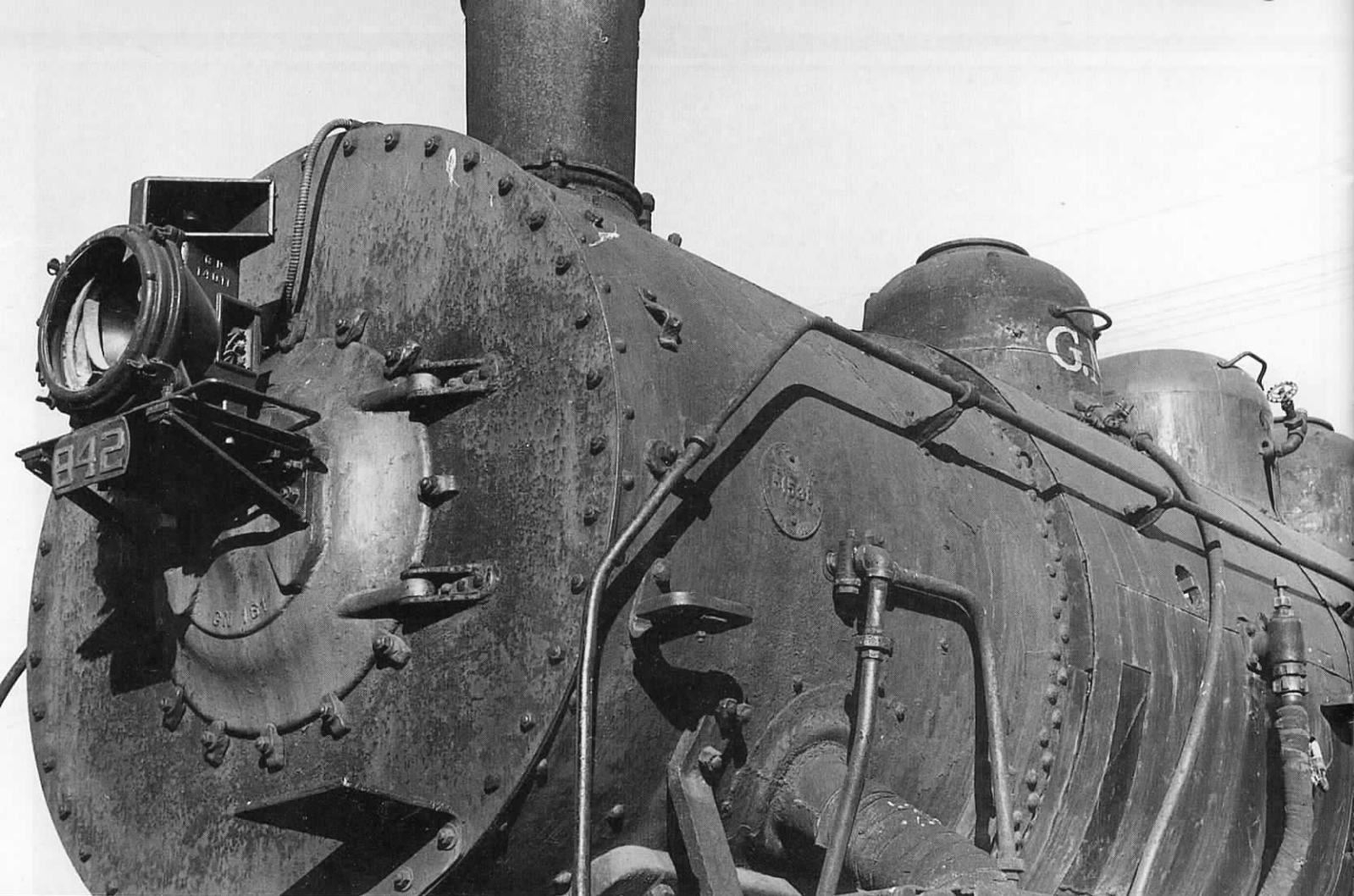
The Milwaukee Road's Afternoon Hiawatha to Chicago prepares to leave the Milwaukee Depot as Baldwin switcher #902 looks on.





Following its retirement, the GN painted Class P3 4-8-2 #2523, which had called Jackson Street its home, and donated it to the Kandiyohi County Historical Society in the GN division point of Willmar. The photos record the move over temporary track to the museum grounds.





Keagle visited the GN steam locomotive dead line by the Dale Street Shops in St. Paul and recorded these last images of steam dead but not yet buried.





Keagle climbed on top of the Ceresota elevator to capture the downtown Minneapolis skyline, the Milwaukee Depot and freight house, and a pair of passing trains. A Soo Line passenger train behind a jeep edges into the photo. On the inside rear cover, a Minneapolis & St. Louis Alco RS-1 pulls a cut of "fallen flag" boxcars (M&St.L, Boston & Maine, Nashville Chattanooga & St. Louis and Santa Fe). Both Minnesota Historical Society collection.







MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!